

COUNTRY Germany Approved For Release 2006/03/17 : CIA-RDP82-00457R008100220001-1TOPIC Oranienburg Airfield. **CONFIDENTIAL**EVALUATION 25X1 PLACE OBTAINED 25X1 25X1DATE OF CONTENT 25X1DATE OBTAINED 19 June 1951REFERENCES 25X1PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

1. On the afternoon of 10 May 1951, there was flying with jet bombers at Oranienburg airfield. There was a strong northeasterly wind and the weather was partly cloudy. Fourteen jet bombers in addition to an estimated 30 twin-engine conventional bombers were observed at the field. (1)
2. A core was distinctly recognized in the air intakes of the two engines of the jet bombers. A grey streamlined blister was seen aft of the nose wheel door. (2) There were two vertical slots at the rear of the fuselage.
3. On 10 May between 9:30 a.m. and 12:30 p.m., 10 twin-jet planes were observed south of the hangar of Oranienburg airfield. An undetermined number of other planes were aloft. There was a northeasterly wind, visibility was about 3 km and there was an overcast at an altitude of approximately 1,000 meters. The twin-jet planes had a blister on the underside of the fuselage, between the nose wheel and the leading edge of wing. One of the planes was marked with the number 09 on the rudder assembly forward of the Soviet star. The planes were silver.
4. Flying was under way at 9:30 a.m. The total number of aircraft aloft could not be determined because some of the planes were flying in or above the clouds. (3) By noon, the 10 planes which had been parked south of the hangar were also practicing flying. Prior to the take-off these planes were refueled in most cases from two tank trucks, one being parked in front of each engine. After refueling, the planes taxied individually to the take-off point at the southern end of the runway. Prior to the take-off, the planes produced a high-pitched whistle for about 15 seconds and then a loud roar for another 15 seconds. When the planes took off the deep roar changed into a whistling sound. About 60 percent of the length of the runway was needed for the take-off run; in one case only about 40 percent of the runway was needed. (4) The average angle of climb was 10°. There was one take-off every three minutes. For landing about 30 percent of the runway was used. After landing the planes were refueled. However, their crews were not changed. During the flying activities the Dumbo type radar set at the northeastern corner of the field rotated irregularly, counter-clockwise. The average duration of one rotation of 360° was about 25 seconds.

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- 5.2 No flying was observed on 14, 15 or 16 May. On the afternoon of 17 May, 10 twin-jet planes were observed parked in one line south of the hangar. The aircraft parked behind could not be seen. Two other planes of the same type practiced flying.

25X1

6. At 4:45 p.m. on 17 May, the two planes mentioned in the preceding paragraph took off at intervals of 30 seconds and headed north. At the northern edge of the field the two planes had reached a height of about 40 meters and were climbing into the clouds. At 4:55 the two planes flew over the field side by side at an altitude of about 700 meters. This was repeated at 5:05 p.m. The two planes landed at 5:10 p.m. at 30 seconds interval and then taxied to the western side of the parked aircraft. Three men left the plane through the bottom and three other men boarded the plane. (5) Refueling was not observed. The activity mentioned above was repeated from 5:25 to 5:50 p.m. From 50 to 60 percent of the runway was needed for the take-off run and about 80 percent for the landing.

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8. On 11 May 1951, five-twin-engine jet bombers were seen flying over Oranienburg at a high altitude. On 14 May between 10 and 11 p.m., night flying with jet bombers was observed for the first time from a point about 5 km northeast of Oranienburg. (3) Three planes flew over source's position at intervals of 8 to 10 minutes. Although the planes flew without landing lights their type could be determined from the familiar noise they produced.

25X1

9. On 17 May 1951, between 9 a.m. and noon there was unusually heavy flying. The jet bombers were flying in flight formation at an estimated altitude of 1,000 meters, the ceiling being about 1,200 meters.

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Comments.

- (1) The number of type 27 planes stationed at the field is unknown. While more than 30 such planes were observed at the field prior to 5 May 1951, several sources concordantly stated that they saw only 10 to 14 type 27 planes after 10 May 1951. The whereabouts of the other planes is not known. The PE-2s previously stationed at the field are believed to be still there.
- (2) The purpose of the blister had not yet been determined. It is likewise unknown how many of the planes stationed in Oranienburg are fitted with such a blister. Two sources observed that the crew members boarded the plane through the bottom.
- (3) These observations and the information contained in paragraph 8 of the present report indicate that type-27 planes are fitted with night flying instruments and that the crews of these planes have undergone training for instrument flying with this type of aircraft.
- (4) Since the runway at Oranienburg airfield is 2,100 meters long, the length of the take-off run would therefore be 1,200 to 1,300 meters.
- (5) the plane had a crew of five.

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